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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

INFORMATION REPORT

CD NO.

25X1

COUNTRY Germany (Russian Zone)

DATE DISTR. 14 April 1950

SUBJECT Brandenburg-Briest Airfield

NO. OF PAGES 3

PLACE ACQUIRED [REDACTED] 25X1

NO. OF ENCLS. 1
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DATE OF INFO. [REDACTED] 25X1

SUPPLEMENT TO REPORT NO.

* See below

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1. On 22 February 1950 there was flying with jet aircraft at the Brandenburg-Briest (N 53/Z 13) airfield. The longest time of flight of a type 1 jet plane was observed to be about 30 minutes. There was an E-W runway. The condition of the buildings and installations was unchanged except for the flight control station on the southern edge which had a new one-floor stone annex. Debris was scattered over the southern field section. A small garage was available but no billets. The guard details were probably quartered in the stone cantonment building.

2. The field was observed from the west, east and south from noon to 4:30 p.m. on 22 February 1950 in sunny weather. A total of 20 jet aircraft with swept-back wings were seen. Ten of the planes were parked beside the flight control station, six being camouflaged with green tarpaulins and four were half-camouflaged. The remaining 10 were parked on the taxiway and the landing field. Two jet fighters of that type, which was observed for the first time on 18 February 1950, were parked behind the flight control station.

Description: Long, slim fuselage, front section of fuselage considerably longer than that of swept-back wing jet fighter, leading edge of wings straight, trailing edge tapering to the fore, apparently one jet power plant under each wing extending as far as edges of wings [REDACTED]

Twelve conventional fighters (low-wing monoplanes, radial engine, red hub, antenna rod aft of cockpit) were also parked behind the flight control station.

The jet fighters with two jet engines were not of the same type as the two-seat jet planes with fuselage step [REDACTED] which previously have been occasionally seen at the field. The swept-back wing jet planes made local flights. The field personnel was quartered in the Landosanstalt.

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4. There was a cement E-W runway, 75 paces wide and about 2½ km long, beginning about 500 meters south of Rosenhof Estate and extending eastward almost as far as the Landesanstalt - Tiecko (N 53/ Z 24) road. The former field billets were destroyed but the former flight control station, air police building and heating plant were reconstructed. There was just enough room to accommodate the most indispensable guard and servicing personnel.
5. There was no flying at the field on 23 February 1950, Red Army Day. Four swept-back wing jet planes were parked south of the runway and 12 planes of the same type, covered with green tarpaulins, in front of the former flight control station. Twelve conventional fighters and two jet planes with two jet power plants each were parked behind the flight control station as observed before.
6. On 23 February 1950 four jet planes were parked on the eastern end of the runway and four planes of the same type on the southern edge of the field (for location see Annex). The latter planes were guarded by sentries accompanied by dogs.

Description: Air intake in nose, air exhaust at tail, low-wing monoplane, painted silver-gray, edges of wings straight, wings considerably swept back, rudder assembly sloping to the rear with elevator assembly set at upper section, nose wheel, section of fuselage forward of wings shorter than aft of wings, no armament seen, [redacted] There was no flying. No radar set or AAA emplacements were seen.

[redacted] Comment:

The report supplements a previous report.* The most essential data of this supplement are commented on as follows:

a. The 30-minute time of flight observed with the swept-back wing jet planes is most probably not the limit to be reached by this type aircraft on consumption of the total fuel supply. Other sources reported an about 1-hour duration of flight. Attempts are being made to ascertain the exact time of flight of this type.

b. Jet aircraft with allegedly two jet power plants under the wings, described in para 2, have so far not been observed at other airfields in the Soviet Zone of Germany. Various statements, however, have been received by returned PWs that jet planes with jet engines under the wings exist in the Soviet Union. The information that the two power plants do not protrude beyond the edge of the wing seems improbable. It is therefore, assumed that the alleged power plants are extra tanks

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(however, not observed on either jet aircraft type reported from the Soviet Zone of Germany). [redacted] expressly stated that the aircraft described are not identical to the jet planes so far known, efforts are being made to obtain additional information on this type. In this connection it is noteworthy that another source ** saw aircraft without air intake in the nose at the Neubrandenburg airfield.

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c. The billets of the units stationed at the Brandenburg-Briest airfield are unknown.

d. The information on the condition of the field agrees with previous reports.

1 Annex: 2 sketches on 1 ditto: 1. Layout of Brandenburg-Briest Airfield.

2. Jet Aircraft Seen at the Brandenburg-Briest Airfield.

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